

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate

Number **ST00513SE**

This certificate, issued to:

**Nordam
510 South Lansing
Tulsa, OK 74101-3365**

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 4b of the Civil Air Regulations.

Original Product—Type Certificate Number: A16WE
Make: Boeing
Model: 737-200 and 737-200C

Description of the Type Design Change: Installation of Nordam Stage 2 Low Gross Weight Hush Kit, LGW-2H, on Boeing Model 737-200 and 737-200C aircraft in accordance with FAA approved Nordam Master Drawing List Document No. NDER-9813, NC, dated March 31, 1998, or later FAA approved revision.

Limitations and Conditions:

The limitations and conditions of Type Certificate A16WE apply except as described in this Supplemental Type Certificate (STC). A copy of this STC and Nordam Master Drawing List Document No. NDER-9813, NC, dated March 31, 1998, or later FAA approved revision, must be included in the records of modified aircraft.

(See "Continuation Sheet" page 3)

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: July 14, 1997

Date reissued:

Date of issuance: May 13, 1998

Date amended:



By direction of the Administrator

(Signature)
Acting Manager, Seattle Aircraft
Certification Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

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MAY 13 1988
Limitations and Conditions Continued:

This approval should not be extended to other airplanes of these models on which previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those previously approved modification, including changes in type design, will introduce no adverse effect upon the airworthiness of those airplanes.

Approved Model Designations:

The supplemental model designation for airplanes modified in accordance with this STC is "B737 LGW-2H Hush Kit". This model designation appears on the FAA approved Nordam Airplane Flight Manual Supplements (see Note 2), Structural Repair Manual Supplement, Maintenance Manual Supplement, Illustrated Parts Catalog Supplement, and all other related service documents. This model designation does not alter or replace the original Boeing 737-200 or 737-200C Series model designation.

Certification Basis:

The certification basis for the unmodified systems and structures is the same as that shown on Type Certificate Data Sheet A16WE for the Model 737-200 and 737-200C Series. The certification basis for new or extensively modified systems and structures is the same as that shown on Type Certificate Data Sheet A16WE for the Model 737-200 and 737-200C Series, except that FAR 25.25 as amended by Amendment 25-63 is applicable, and FAR 25.903(a)(1) as amended by Amendment 25-73 is applicable.

In addition, 14 CFR part 34 is applicable, and 14 CFR part 36 as amended by Amendment 36-21 is applicable.

Engines:

Two (2) Pratt & Whitney, JT8D-9, JT8D-9A, JT8D-15 and JT8D-15A (See Note 5 and 6). Engine ratings are as stated in Type Certificate Data sheet A16WE.

Combinations of engines which can be intermixed and their respective limitations are covered in the FAA approved Nordam Airplane Flight Manual Supplement or Appendices (see Note 2).

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For engine operating limitations see Engine Type Certificate Data Sheet E2EA for the JT8D-9, JT8D-9A, JT8D-15 and JT8D-15A, or the FAA approved Nordam Airplane Flight Manual Supplement (See Note 2).

Thrust Setting:

The appropriate EPR or N1 Thrust Setting Curve as required by the Nordam Airplane Flight Manual Supplement must be used for control of engine thrust (See Note 2).

Eligible Aircraft:

All Boeing Model 737-200 and 737-200C series aircraft listed on Type Certificate Data Sheet (TCDS) A16WE, including those in the "Advanced" configuration described in Note 9 of that TCDS.

Approved Service Information:

Nordam Structural Repair Manual Supplement to Boeing Report D6-15565, Nordam Document Number M-LGW2H-02, is FAA approved and is applicable to the LGW-2H Hush Kit installed on all Model 737 airplanes modified in accordance with this STC. Nordam service bulletins and other service information when FAA approved will carry a statement to that effect.

Notes Pertinent to All Models:

Note 1. The Weight and Balance Control and Loading Manual D6-15066 together with the Supplement Aircraft Report applicable to the specific Model Designation must be revised to show the installation of this STC including a list of equipment included in the certificated empty weight and loading instructions. The revised Weight and Balance Control and Loading Manual must be in each aircraft at the time of original certification and at all times thereafter, except in the case of operators having an approved weight control system.

Note 2. An airplane modified per this STC must be operated in accordance with an FAA Approved Airplane Flight Manual (AFM). In addition:

a. Model 737-200 Advanced and 737-200C Advanced airplanes modified per this STC must supplement the basic airplane flight manual with FAA approved Nordam AFM Supplement NDER 9814.XXXA, and,

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b. Model 737-200 and 737-200C airplanes modified per this STC must supplement the basic airplane flight manual with FAA approved Nordam AFM Supplement NDER- 9815.XXX.

The XXX reflects the same Boeing Model Designation number assigned to the existing FAA approved Basic Airplane Flight Manual. Each FAA approved AFM Supplement lists the Applicable Appendices and airplane Serial Numbers. All placards required in either the FAA approved AFM Supplement, the applicable operating rules or the certification basis, must be installed in the airplane.

Note 3: Required structural inspections for all Models of the 737 modified in accordance with this STC are contained in the Nordam Maintenance Program, Document number M-LGW2H-05.

Note 4: Information essential to the proper maintenance of aircraft modified in accordance with this STC is contained in the Nordam Supplement to the Boeing 737 Maintenance Manual, document number M-LGW2H-04.

Note 5. Pratt & Whitney JT8D Service Bulletin Number 5947 for the Fan and Turbine Exhaust Mixer System Duct Assembly, Number 6304 for the Engine - Guide and Duct Assembly, and Number 6077 or Number 6277 for the Aft Engine Mount modification or their alternate/superseding FAA approved service bulletins must be incorporated on each engine in accordance with the applicable installation instructions concurrently with this STC modification.

Note 6. Installation of the Pratt & Whitney RIGV in accordance with FAA approved P&W Service Bulletin Number 5950 in place of the Nordam Inlet Spacer, P/N 65MK-71601-1, on no more than one engine may be accomplished. Installation of the P&W RIGV modification on the remaining engine must be accomplished in accordance with the Nordam STC ST00131SE or Nordam Service Bulletin LGW-2H 71-01.

.....End.....

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